

Commissioners start new terms

Atiyeh renames Yturri, Brix



Tony Yturri

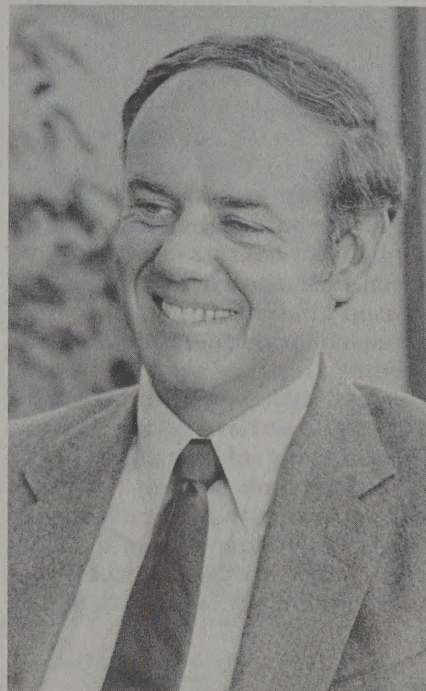
Gov. Vic Atiyeh has reappointed Chairman Tony Yturri and Vice Chairman Peter Brix to new four-year terms on the Oregon Transportation Commission.

Both appointments were confirmed by the state Senate without opposition.

Yturri, senior partner in an Ontario law firm, was first appointed chairman after Glenn Jackson resigned on April 27, 1979. Yturri had earlier served two years on the former Highway Commission.

Brix is president of Knappton Corporation and lives in Portland. He was first named to the commission on July 1, 1976.

Oregon law governing service of persons on the Transportation Commission was amended in the 1983 legislative session. A provision limiting a member to two terms was deleted.



Peter Brix

Measure 2 is rejected by voters

Primary election voters turned down Ballot Measure 2 by about a 2 to 1 margin.

The measure proposed to increase vehicle registration fees from \$10 to \$20 a year. The \$16 million per year in new revenue to the Highway Division would have been earmarked for bridge repair and replacement.

"I'm disappointed but not surprised that the measure lost," said ODOT Director Fred Miller. "It's difficult for Oregonians to give up that bargain fee that they've enjoyed for so long."

A similar measure lost by an 8 to 1 margin in 1978. That measure provided a discount for senior citizens, and the new revenue was not dedicated for bridges.

The final vote count on Measure 2 was not available from the Secretary of State's office at VIA press time, but the 2 to 1 ratio never changed from the first vote count on May 15.

"Our bridge problem won't go away," Miller said, "and sooner or later, Oregonians are going to have to face up to it."

Highway engineers estimate that about \$250 million will be required over the next few years to meet Oregon's bridge needs. Coastal bridges, in particular, are beginning to deteriorate at an increasing rate.

Oregon's annual \$10 vehicle registration fee is the next to the lowest of any state in the nation. It was established in 1949.

Sections plan to make major changes

A reorganization of ODOT's Personnel Services Branch, involving some shifting of managers, has been announced by Larry Rulien, assistant director for administration.

The Employee Development Section will be combined with the Safety and Health Section and renamed the Training and Safety Section. Bob Whipps will manage the section.

Dick Rumbolz, who has managed the Employee Development Section for the last several years, will return to an assignment in the Highway Division.

The Personnel Operations Section and the Labor Relations Section will be combined and will be called the Personnel Section. An open-competitive recruitment will be conducted for a salary range 29 manager, Rulien said.

Managers of the new sections, plus the manager of the Civil Rights Section, will report directly to Rulien.

Rulien said he intends to develop an "advisory relationship" between the manager of the Personnel Section and the personnel functions in the Parks and Motor Vehicles divisions.

The changes will become effective July 1.

State to start paying for local calls

State agencies will be charged for phone calls made to local non-state government numbers, beginning July 1, as a result of billing changes made by Pacific Northwest Bell.

Local calls made by state employees will be billed according to duration, distance and time of day the call is made. A local call means any number dialed within the same city to a location other than a state agency.

Although most agencies, including ODOT, will not monitor individual calls, Assistant Director for Administration Larry Rulien emphasized that employees should minimize personal calls.

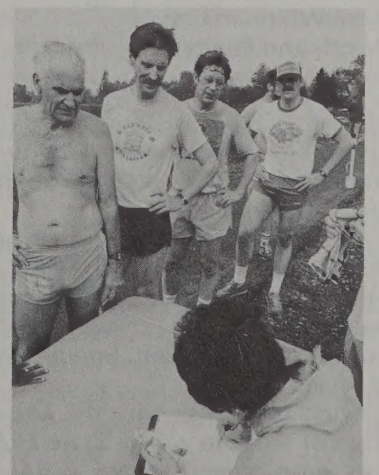
"At this time, we don't want to remove the privilege of these calls because we realize there are family and emergency calls that are important to employees," Rulien said. "However, we do need to reduce the number and duration of personal calls, whenever possible."

Pacific Northwest Bell expects the billing change to result in a \$28,000 per month increase in telephone charges statewide.



Floodwaters forced the closure of sections of the Frenchglen Highway, ORE205. Repair work was scheduled to begin on the highway last month. See story, photos page 3.

Inside



And the winner is...

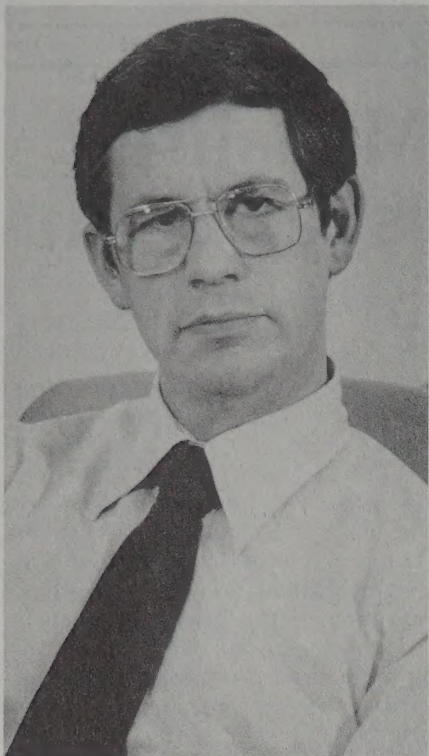
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Director's Corner

Fred Miller



As I am sure you are now aware, Ballot Measure 2--the \$10 increase in vehicle registration fees--was defeated at the May primary election. Like most money measures on the ballot, this one had a difficult time.

What is the impact on the department? The funds were to have been used primarily for the reconstruction and repair of bridges. Now we will not be able to do as much bridge work or to accomplish it as fast as we would have.

For whatever reason, Oregonians have great difficulty increasing their registration fee. We are 49th in the nation and have had the \$10 per year fee since 1949.

I must say, however, that we are pleased that the Legislature has increased both the gasoline and weight-mile taxes during the last two sessions. Even without Ballot Measure 2, we have done relatively well in gaining interest and support of our programs.

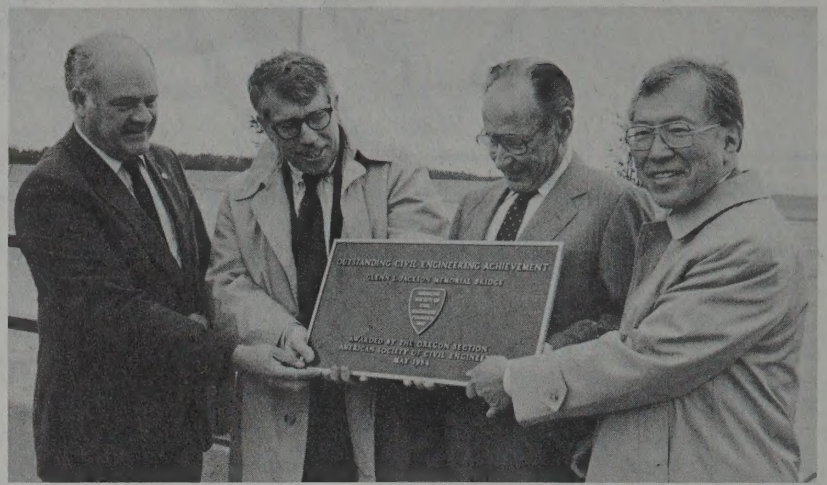
A valuable side benefit of Ballot Measure 2 was that it gave me an "excuse" to get out and meet with employees, newspaper editors and local government representatives. I had a good chance to discuss where the department is headed and to get some ideas from many of you. That was of considerable value in itself.

Impressed with employees

The most striking impression that I gained from the 40 to 50 meetings, in which I was involved with local governmental officials and newspaper reporters and editors, was how complimentary they were about the work of our field staffs in Highway, Parks and Motor Vehicles. In practically every case, the meeting began or ended with unsolicited comments to the effect that "your people sure are doing a good job for us."

As I have commented before, the strength of our organization is in how well we serve the public. My conversations during this past month suggest that many Oregonians are feeling relatively well-served by us. That feeling will continue to provide the basis for legislative support of our programs.

Rather than dwell on "the one that got away," we should concentrate on making the best possible use of the funds that the public has provided for us, and continue to provide a high level of service to the public. I am confident that we will do just that.



The American Society of Civil Engineers (ASCE) presented the constructors of the Glenn L. Jackson Memorial Bridge last month with an "Outstanding Civil Engineering Achievement" award. State Highway Engineer Scott Coulter (left), David Driscoll, president, Oregon Section of the ASCE, and Transportation Commissioners Robert Dwyer and Sam Naito display the plaque during dedication ceremonies on the span, completed last year.

Commission shifts date

The Transportation Commission has given the Highway Division "conceptual approval" on a plan to reschedule the two-year update process for the Six-Year Highway Improvement Program.

Under the proposal, suggested to the commission by Director Fred Miller during a commission workshop last month, final adoption of the program would come during the summer instead of January.

The proposal was made by Miller because the next program update, set to begin in November, would occur during a record construction season that will fully occupy division employees.

"Gearing up for this increase will require all the division's available time and resources," Miller stated in a letter to the commission.

Miller also cited the division's

plans to switch to the federal fiscal calendar as a reason for the move. He said the shift from the state fiscal year, which begins July 1, to the federal fiscal year, which begins Oct. 1, would "put the proposed construction program and the state's allocation of federal funds in the same year."

In addition, Miller proposed that an effort to inform the public about the status of the program be undertaken this fall. He suggested that an updated six-year program brochure be produced and that meetings be scheduled between local officials and region engineers to discuss the program status and the calendar change.

Because the fiscal year change would delay the process by six months, statewide public meetings would be held in April--beginning in 1986--rather than in October of 1985. Miller felt holding these meetings in the spring would result in heavier public turnout than in the fall.

Letters



Employees save life

Dave White, manager
Health and Safety Section:

Yesterday I had an opportunity to witness "CPR" in action and the involvement of some Highway employees in the saving, probably, of an individual's life.

Shortly after noon yesterday, at a restaurant immediately east of Salem on State Street, a gentleman was found lying on the pavement in front of the restaurant, unconscious or lifeless.

Quick response with the knowledge of what to do by State Highway employees, in my opinion, saved this individual's life.

Milt Wineland, of the Equipment and Services Unit in Salem, Jack Bryan and Rick Kuehn of District 3 in Salem, along with possibly other Highway employees performed CPR and other first-aid measures.

I happened on the scene as the wind-down of the first-aid was being performed and believe (Rick) performing mouth-to-mouth resuscitation and Jack and (Milt) performing other first-aid actions should receive some recognition as

individuals and employees.

I am not sure where these individuals learned the initial first aid and CPR training, but know we have classes and CPR training, including updates, periodically.

Robert W. Kuenzli
Equipment Superintendent

EDITOR'S NOTE: Wineland followed Kuehn's mouth-to-mouth resuscitation efforts by performing CPR on the victim.

Employee went extra mile

Dale Hiatt,
District Maintenance Supervisor,
Ontario:

So few times do we take the time to write a letter commending someone for the work that they do, but are quick to register a complaint.

I would like to take this opportunity to compliment Mr. Wayne Anderson of the Austin Maintenance Section. He has done an excellent job of maintaining the highways in his section.

He has cooperated with the City in mutual problems, participated in

community projects and has done many things for the school.

We feel that he is an asset to our area.

Donald L. Parker, Mayor
City of Prairie City

EDITOR'S NOTE: Anderson is the section supervisor at Austin.

Help appreciated

Astoria Crew
Oregon State Highway Division:

On April 23 on US30 before Knappa, our radiator went out. Mr. James Butler gave us great help and enabled us to go on to get more help. He gave us valuable advice--after many stops we got into Astoria and had to leave the car at a gas station. A friend happened to be there and took us home. We were indeed blessed. Thank you, Mr. Butler, and the Highway Division.

Mrs. Harry Ollila
Mr. Pete Kallia

EDITOR'S NOTE: Butler is a highway maintenance worker 4 on the Astoria Section Crew.



Oregon Department of Transportation
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Oregon Transportation Commission

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Highways to be raised above flood water levels



Tom Moser, highway maintenance supervisor 2, checks to see if water is undercutting the pavement on Highway 20 at Riley.

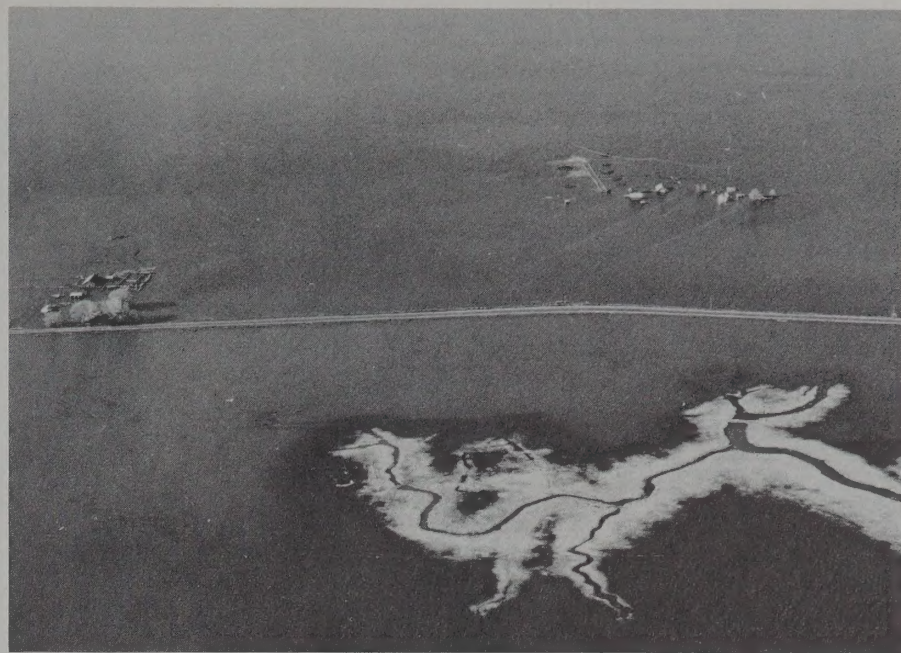
Rising waters from Harney and Malheur lakes are expected to crest by mid-June, but flooding has already covered several sections of the Frenchglen Highway and at least one section of the Steens Highway, according to Assistant State Highway Engineer Pat Schwartz.

In a report to the Transportation Commission in April, Schwartz said work to raise the level of the two highways has been started by a Union, Ore., firm, on a \$1.5 million, state-funded contract.

"Two or three sections will be raised on both roads," Schwartz told the commissioners. "We'll build them one-and-a-half feet above the predicted high water mark."

Schwartz said the water is rising at a rate of three-tenths of a foot per week.

A request by Gov. Vic Atiyeh for federal emergency aid to repair flood-damaged roads in Harney County has been denied by the



Water from overflowing Harney and Malheur lakes covers the area surrounding the Narrows-Princeton Highway, as seen from this aerial photo. The white patch in the lower right-hand corner is the Donner and Blitzen River.

Federal Highway Administration, State Highway Engineer Scott Coulter told the commission.

The turndown means that state funds will have to be used for repair of the highways. Repair of flood-damaged county roads will have to

be borne by the counties, Coulter said.

Coulter added, however, that a bill now in congress might help with further work if it passes. The bill does not provide for reimbursement, Coulter said.

Technical problems delay DLIS

Technical problems have forced a six-month delay in the installation of DMV's new Driver License Issuance System (DLIS), originally scheduled to begin operation last month.

Bob Bennett, project manager, said technical problems with the equipment and the way it works with the software system have affected the performance of DLIS.

"We met with Paradyne (the company supplying the computer terminals) and worked out a strat-

egy, which we're following at this point to try to get the issues resolved," Bennett said. "It's a brand new system. We're pushing the technology in what we're trying to achieve with our system, and Paradyne is pushing that same level of technology."

"Up to this point, the project had been on schedule," he added.

DLIS was to debut at the North Salem field office last May 1, and installation in field offices around the state was expected to be com-

pleted by mid-October. However, a revised schedule recently approved by the DLIS steering committee moves the May date to October, and after a four-month pilot test, the system will be installed in the rest of the state.

Bennett said the delay didn't affect other phases of the project. "We were able to continue with the development of user procedures, the training development program and the site preparation phase," he said.

Summer litter patrol program to be reduced

About 100 fewer youths will be hired this summer for litter patrol duty as a result of declining revenue from custom license plates--the sole source of revenue for the Highway Division's Youth Litter Patrol--according to Dennis Stephens.

Stephens blamed tough economic times for the declining revenues, saying the \$70 biennial license fee was a hardship for some.

"Over the past couple of years, fewer people have been able to afford the customized plates," he said. "As a result, we now have less money to spend on the program."

He said the litter pickup will be "a curtailed effort statewide," with the 12-week summer program work force being reduced to about 250.

Make best use of funds

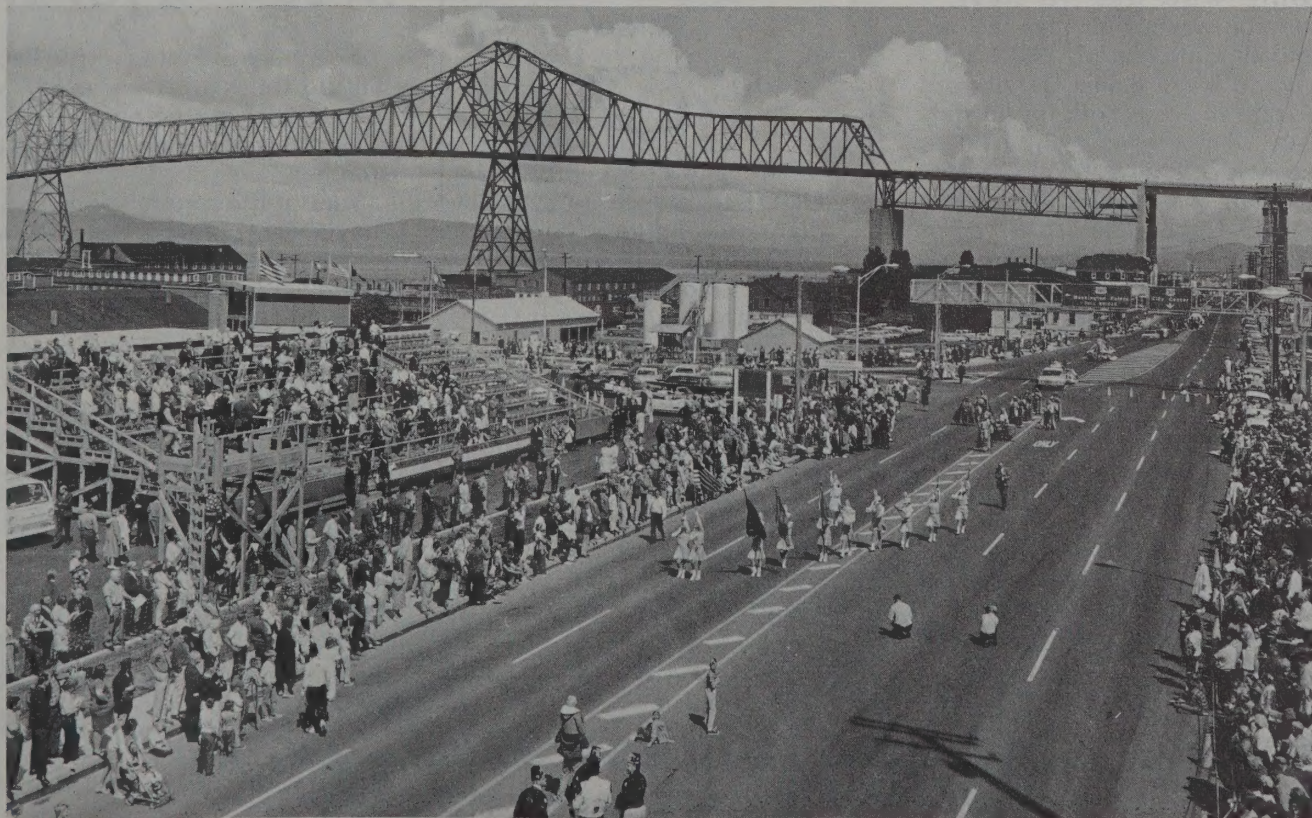
Although that seems like a significant cutback, he thinks motorists won't notice much difference this summer in the amount of litter and trash along Oregon's highways. He said the litter crews will give first priority to areas where litter accumulates quickly.

He noted that the litter patrol program had been expanded the past two summers, but will return to the normal number of employees this summer. The program also had covered a week at Christmastime and a week during the school spring vacation time in some parts of the state, and had run year-round in sections of Portland.

No such programs have operated since last fall, however, except where funding was available in maintenance budgets.

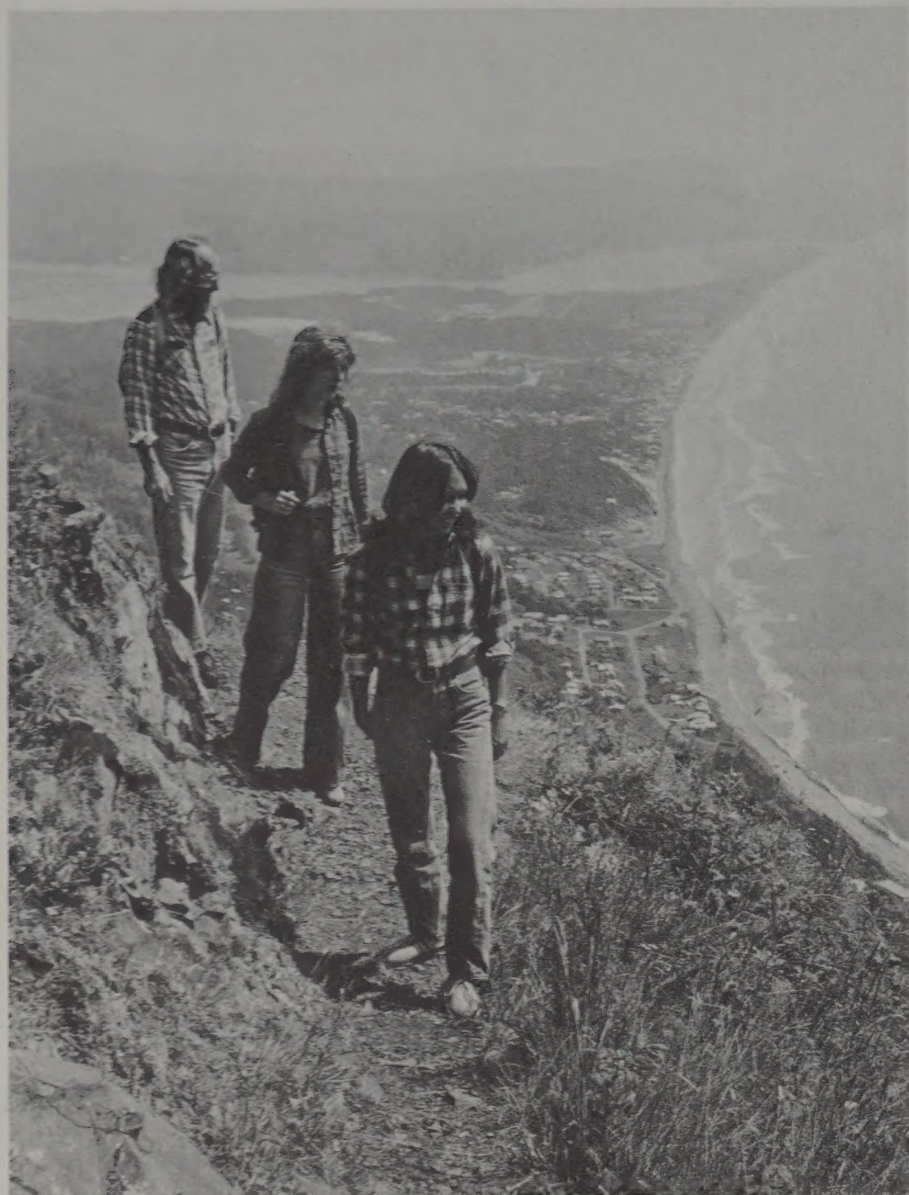
Young people between the ages of 16 and 20 are eligible for litter patrol duties, which pay \$4.12 an hour. Those hired usually work in crews of five within the Highway Division maintenance districts. District maintenance supervisors are in charge of the work done in their areas and decide the number of crews that will be required.

Way Back When ...



Marching bands played, colorful floats rolled by and people lined the streets of Astoria to celebrate the dedication of the Astoria Bridge on Aug. 27, 1966. Mark Hatfield, then governor of Oregon, and Glenn Jackson, then Oregon State Highway Commission chairman, joined officials from the state of Washington for the ceremonies. The four-mile-long bridge, built as a joint venture between Oregon and Washington at a cost of more than \$24 million, closed the last major water gap along US 101 from Mexico to Canada.

"The addition of this man-made wonder to our Northwest coast removes the last obstacle to the free flow of tourism, trade and commerce between our states," Gov. Hatfield said. "It is in itself sufficient stimulus to draw tourists to Oregon. And certainly it will do much to enhance the personal as well as commercial concerns of those who make their homes on the Oregon coast," he said.



Jack Remington, Recreation Trails System coordinator, joins day hikers in exploring a coastal trail on Neahkahnie Mountain. Remington is working toward a 2,000- to 3,000-mile statewide system of trails.

Miles of trails lead to growing statewide system

While he doubts the job will be done "in my term of office or even in my lifetime," Jack Remington patiently treads toward a statewide system of recreational trails.

The charter coordinator of the Oregon Recreation Trails System, Remington recalls being asked in 1972 how long it would be before the Oregon Coast Trail would be completed. He replied, "maybe 10 years."

Ask him the same question today, he said, and the response will be exactly the same--10 years.

That's not to say there has been no progress since the system was created in 1971 and he became the first coordinator on Sept. 1, 1972. It does reflect the size of the task, however, since Remington envisions a statewide system of 2,000 to 3,000 miles of trail to complement an existing U. S. Forest Service network of about 7,000 miles.

Volunteers are vital

The trails program is a one-person operation within State Parks. Remington says his title as coordinator is appropriate since he regularly works with citizen volunteers and other government agencies with trails.

Volunteers are of crucial importance to the program. Often they hack and rough out trail segments earlier marked by Remington. A number of retired ODOT employees regularly donate their time and talents to the system.

The coordinator, who holds a bachelor's degree in forest recreation and a master's in wildlife management, said the system was created because an interested group of citizens felt a need to focus attention on trails. The program has

continued, in his view, because the concept has been accepted and endorsed by State Parks, while a "very supportive" Oregon Recreation Trails Advisory Council keeps the idea alive and in public view.

Surveys indicate that roughly half of all Oregonians, or more than a million people, like to hike at some time, according to Remington. There are fewer bike riders, but a substantial number, nonetheless, while the popularity of horseback riding has increased dramatically in recent years, he said.

Build connector trails

An active hiker himself, Remington checks the safety of existing trails, helps lay out proposed segments and works with volunteers. Much of the maintenance work on trails is handled by division personnel assigned to nearby parks.

A key objective of the system is to create trails where needed, as a complement to existing federal pathways. That is often accomplished by building "connector" trails.

He said connector links include projects such as the Eugene to the Pacific Crest Trail; Indian Ridge, which will stretch from the Willamette Valley near Salem to about the Warm Springs Indian Reservation; and the low-level Columbia Gorge Trail, which will connect Portland's 40-Mile Loop with the Forest Service system.

With about one-third of the proposed statewide system in place now, Remington estimates completion of the remainder may take decades.

Paulus to lead network forum

Secretary of State Norma Paulus will be the featured speaker at a Women in Management Forum scheduled around the state this summer.

Aim of the forum, sponsored by the ODOT Women's Network, is to increase awareness and provide information on women in the labor force and in management.

"One of the main purposes is to provide an outreach for women in the department located outside Salem, particularly in the smaller towns that don't have resource groups," said Rosalyn Shirack, coordinator of the forum.

Shirack said each forum will last an hour and a half, and will include the lunch hour in most locations. Employees may attend using the lunch hour, or another hour of personal time, and a half-hour of department time, with approval of their supervisors.

The forum is scheduled as follows:

Portland	June 19
Eugene	June 27
Newport	July 23
Bend	August 20
Klamath Falls	August 21
Medford	August 21

For more information, call Shirack at 378-6284 or Karen DeLorenzo, president of the ODOT Women's Network, at 378-5121.

Suggests more frequent testing

DMV ends vision study

A vision screening study recently conducted by DMV shows that nearly 19 percent of Oregon drivers either fail to meet license vision requirements or don't have the necessary "With Corrective Lenses" restriction on their licenses.

Forty percent of drivers between the ages of 50 and 80, and more than 60 percent of drivers over age 80, required a change, the study indicated.

The one-and-a-half month study was done late last year to determine whether vision screening should be mandatory for license renewal applicants.

Older drivers need testing

Barnie Jones, research analyst, and Dennis Rice, driver licensing manager, analyzed the screening results of more than 4,000 license renewal applicants at 19 field offices around the state. They found that the older the applicant, the more need for eyesight retesting.

"The study showed that age, as we suspected, affects vision, and that we either need to refer people to get new glasses--or their first ones--or else we need to put a 'With Corrective Lenses' restriction on their licenses," said Rice.

Only five percent of drivers up to age 40 needed a change, he added.

Renewal applicants who required a change were in one of two groups, he said. One group consisted of those who already wore glasses but didn't have the needed requirement indicated on their licenses. The other group included those who were referred to a vision specialist.

Rice said this included three percent of the applicants in the 50 to 70 age bracket and 35 percent in the 80-plus group.

"We found that the number of people who had to have a restriction was higher than we had originally anticipated," Rice said. He noted that a similar test done in the state of New York found only about 10 percent, compared to almost twice that many in Oregon.

"I think it's mainly because we don't have a periodic vision screening as part of the licensing process, and those people who got licenses when they were 16 and have been driving for 30 or 40 years, have been renewing their licenses without having a vision check," Rice said. "Doctors agree that vision deteriorates with age."

"What we're proposing to do through our budget process is to seek legislation to require a periodic vision screening for those people 50 years and over," Rice said. Renewal applicants would then be tested once every eight years, he said.

Historic road check underway

An inventory of Oregon's scenic and historic highways is nearing completion--a process that should end this month, following a citizens advisory committee meeting, according to Roberta Young, land-use coordinator.

The Historic and Scenic Highway Study Citizens Advisory Committee met last month in Salem to discuss roads being recommended for classification. Young said the commit-

tee screened road segments in four Highway Division regions to establish priorities.

They will also meet on June 14 to discuss possible nominations in Region 3.

Once the committee narrows down the number of sites, it will make further evaluations, and then will recommend the most significant ones to the Transportation Commission.

Years 5 Ago

The gas crunch forced ODOT to reduce its overall fuel consumption, the June 1979 issue of VIA reported.

The department, which was state government's largest fuel consumer, was under strict federal government allocations and controls by the governor's office. Director Fred Klaboe issued directives to all field crews and employees to conserve fuel, saying that the more ODOT saved, the more would be available to the public.

Ready, set, go!



Joel Bake sweeps past the finish line far ahead of the pack in the 10K run.



National Transportation Week drew about 15,000 people to exhibits in all five regions across the state.

A total of 8,000 shoppers viewed displays at the Lancaster Mall in Salem, while the Springfield Mall had 5,000-6,000 visitors, the I-205 Mall in Portland attracted 1,000 people, the Mt. View Plaza in Bend drew 300 shoppers and the Hermiston Mall had 180 visitors.

Displays ranging from maintenance equipment to bridge models to vision-testing devices represented each of the five divisions.

ODOT's jazz band, the Transtooters, gave an old-fashioned concert in the park near the Capitol in Salem.

Bob Gormsen, statewide coordinator of the annual event, proclaimed the week "a great success."

"We've done this over a period of years, and each region has developed a style of its own," he said.

Two other popular activities during the week were VIA's fourth annual photo contest and a 10K run at Salem's Minto Brown Island Park.

Twenty-six photos--a record number--were entered in the photo contest in three categories. Winners are:

•Transportation-related:

- 1st--Jim Norman
- 2nd--Eleanor Hobson
- 3rd--John Preston

•Employee-related:

- 1st--Mollymae Brown
- 2nd--Brigitte Johnson
- 3rd--John Preston

•Work-related:

- 1st--R. R. Harrison
- 2nd--Mollymae Brown
- 3rd--Brigitte Johnson

Young Emily Ross and her father, Steve, DMV, show off her winning ribbon.



Nearly 100 runners, including ODOT employees, their guests, other state agency employees, and members of the Federal Highway Administration, competed in the sixth annual 10K race and two-mile fun run.

Joel Bake, Parks, finished first in the 10K with 32:25, followed by Joe Charbonneau, Federal Highway Administration (FHWA) with 33:16, and Doug Eakin, Highway, with 33:35.

National Transportation Week '84

ODOT's top woman runner was June Kibe, with 47:22, who followed the first woman finisher, Phyllis Chun, FHWA, 44:48.

Winners of the fun run were Highway's John Grassman in the men's category, with 13:13, and guest Diana Nelson in the women's category, with 14:05.

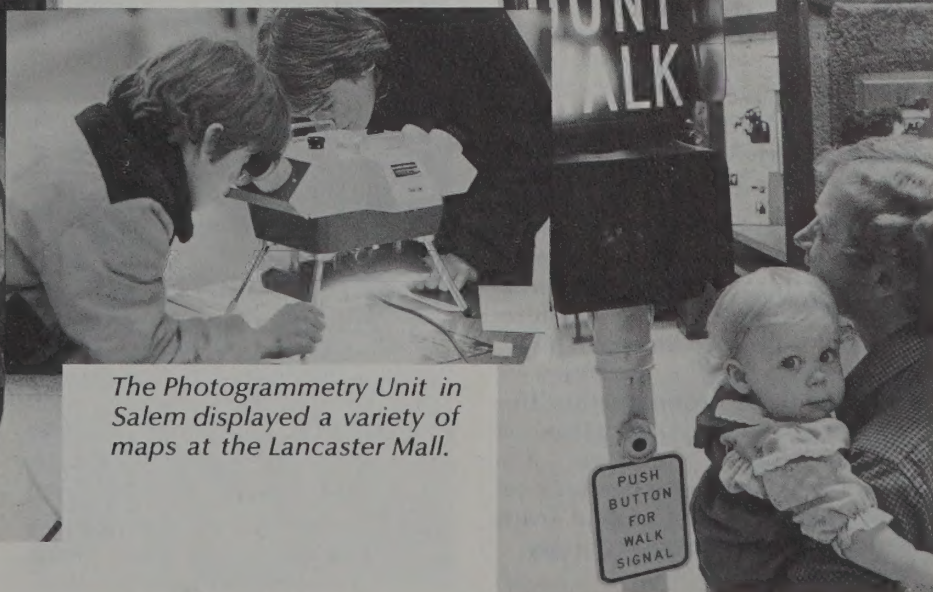
Traffic lights of all kinds were on display at the Springfield Mall.



David Canfield, Planning Section, demonstrates computer graphics to an interested Salem shopper.



Parks clerk Jenny Allen, from Armitage State Park, passes out literature in the Springfield Mall.



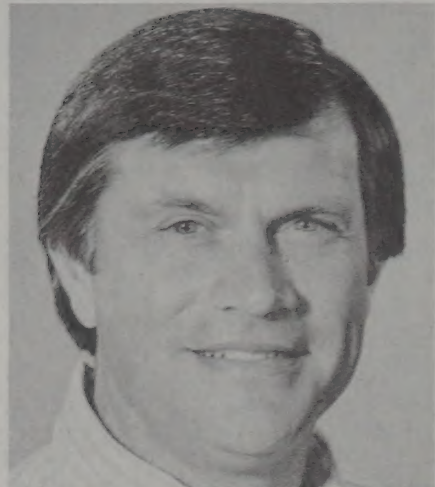
The Photogrammetry Unit in Salem displayed a variety of maps at the Lancaster Mall.



Jerry Robertson is VIA's roving photographer. VIA's editors frame the question of the month, and answers are edited only for length.

CANDID COMMENTS

What should the department do to encourage physical fitness among employees?



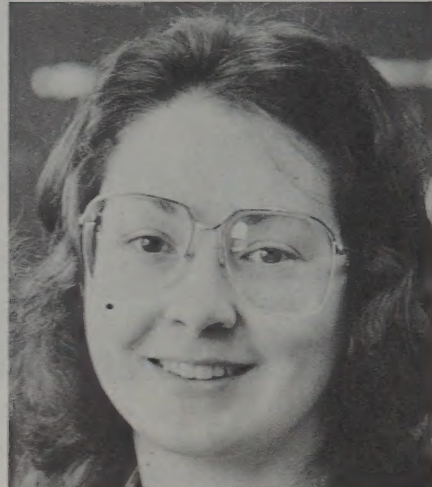
JOHN GRASSMAN, HWY
Bicycle Program Coordinator, Salem

The department should continue to do some of the things it is already doing. Things like "flex time," employee showers, bicycle parking and the promotion of activities like the 10K run during transportation week encourage fitness. In addition, I believe the department should be aggressive in the promotion of employee fitness through the dissemination of information citing the benefits of being physically fit.



ADOLPH DOWDY, HWY
Region Safety Officer, La Grande

I really don't think it's up to the employer to encourage an employee to keep physically fit. I think it's up to the employee himself to keep physically fit so he can do justice to his job and the state. I think they should do it before work, after work, and on weekends, and when they come to work they should do their job, without any encouragement to keep physically fit.



KATHY STROGDILL, HWY
Clerical Assistant, Corvallis

I think the department could help promote physical fitness by encouraging employees to join team activities, such as bowling, softball, square dancing or some other activities. They would be physically beneficial and enjoyable, and if employees join these kinds of activities, they would not only have fun, but they'd also be more involved in their communities.



JAN SHEARER, PARKS
Administrative Assistant, Salem

I think a lot of ODOT employees are already involved in physical fitness programs on their own time, but if the department really wants to encourage more employees to get involved in a program, they probably should expect to provide time, instructors or locations to attract those people, just to get some kind of an incentive to get people going on a program. And maybe they would take it on their own.



PEGGY MAY, DMV
MVR 1, Salem

It would be nice if they would have a gym where you could work out during your lunch hour. Aerobics classes would be good--I'd like to see that. I wouldn't even mind doing that during my lunch hour.



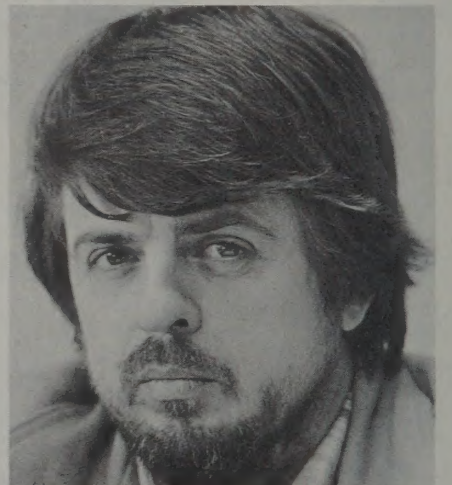
ART BRUMMIT, HWY
Specifications supervisor, Salem

I appreciate the department's participation in the National Transportation Week 10K run, which they're involved in every year, and of course the Run Between the States across the bridge in Portland. A suggestion I might make is that if shower and locker room facilities were provided in the state buildings where it was possible, it would encourage others to participate more.



ANN GOOLEY, PUBLIC TRANSIT
Office Manager, Salem

I think ODOT has made a good effort to promote physical fitness throughout the department. One way to improve that effort would be to sponsor more events like the annual ODOT run, a bike-a-thon or a tennis tournament.

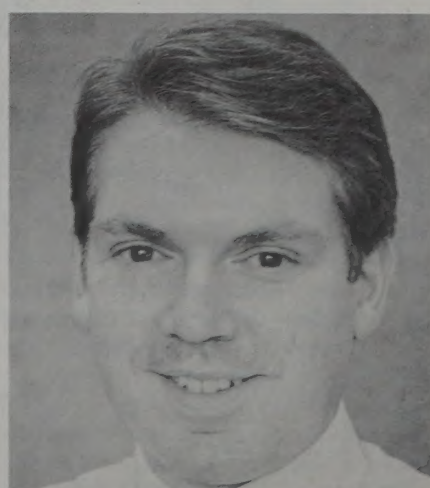


MIKE ANHORN, HWY
Assistant District Maintenance Supervisor, Medford

I think they're already doing a pretty good job. They send around a circular called "Health Voice," they have the ODOT run, and Fred Miller has sent something around to encourage it. Maybe they could add some showers here and there if they have the chance, or, like the ODOT run, maybe they could have a bike race or triathlon.

KARL KRUEGER, DMV
Manager, Driver Records Section, Salem

Since an organization benefits from healthy, productive employees, some organizations have lowered medical insurance costs for non-smokers or those in an active physical fitness program. Members of physical fitness groups within the department might be allowed extended lunch hours, etc., for exercising. Install showers to encourage bicycling to and from work, or workouts during the day.



DOUG EAKIN, HWY
Materials Testing Engineer 2, Salem

Physical fitness is a personal matter, resulting from self-motivation. However, I feel the department could look into similar programs such as the Japanese provide for their employees. These involve, first, educating their people to the benefits of physical fitness, and then signing up such things as activity breaks instead of coffee breaks, giving more recognition to people involved in physical fitness, looking into a group, lower-priced membership in athletic facilities.

People Page



Sue Chase

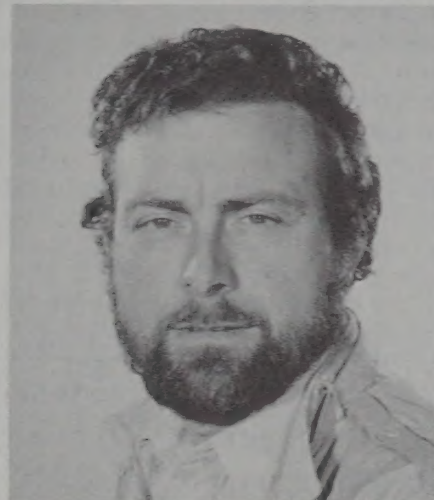


Bobby Aldrich



Patricia Remelius

Employees win federal study grants



Charles James

Moving up the ranks

The following employees received promotions recently:

Eleuterio S. Aguas, engineering technician (ET) 1 to highway engineer (HE) 1, Portland.

Bobby D. Aldrich, supervising highway engineer (SHE) C to SHE D, Roseburg.

Billie J. Anderegg, clerical assistant to secretary, Salem.

Kelly Anderson, clerical assistant to data entry operator, Salem.

Michelle Avila, data entry operator to clerical specialist, Salem.

James I. Batliner, highway maintenance worker (HMW) 2 to HMW 3, Salem.

Jack E. Boatwright, ET 1 to HE 1, Bend.

Terrence L. Bonn, highway shop supervisor to highway shop superintendent, Salem.

James O. Butler, SHE C to SHE D, Salem.

David C. Campbell, engineering aide, (EA) to ET 1, Beaverton.

Susan A. Chase, park aide to park management assistant, Tryon Creek State Park.

Steve A. Coxen, ET 1 to HE 1, Portland.

Earnest L. Crom, HE 2 to HE 3, Salem.

Dale Deatherage, ET 1 to HE 1, Portland.

Jesse F. Dressler Jr., HE 1 to HE 2, Salem.

Allen Duren, motor vehicles representative (MVR) 1 to MVR 2, Pendleton.

Michelle D. Duval, ET 1 to ET 2, Bend.

Ernest E. Filley, senior weighmaster to weighmaster supervisor, Salem.

Mark A. Foster, EA to ET 1, Bend.
Clair E. Fox, HMW 2 to HMW 3, Salem.

Leland J. Franklin, HE 1 to HE 3, Salem.

George Gadeholt, HE 2 to SHE A, Milwaukie.

Mary L. Goldberg, ET 2 to HE 1, Salem.

David E. Haworth, HMW 3 to highway maintenance foreman 1, Enterprise.

Alan K. Hedien, EA to ET 1, Portland.

Sharon Heide, clerical specialist to administrative assistant 1, Salem.

Ramona Hunter, data entry operator to clerical specialist, Salem.

Walter A. Hill, stores clerk to storekeeper 1, Salem.

Bruce J. Jenkins, ET 2 to ET 3, Salem.

Margaret E. Kleczynski, data entry operator to clerical specialist, Salem.

Robert A. Kreuzinger, photographer 2 to assistant photocopyist foreman, Salem.

Richard A. Kuehn, SHE C to SHE D, Salem.

Charles Martin, motor vehicles office manager A, Brookings, to motor vehicles office manager B, Coos Bay.

Dennis E. McIntosh, HMW 2 to HMW 3, Newberg.

Daniel R. Miller, ET 2 to ET 3, Salem.

Mario Montesano, senior weighmaster to weighmaster supervisor, Salem.

Leonard N. Murrill, HMW 2 to HMW 3, Newberg.

Daniel L. Olson, HE 1 to HE 3, The Dalles.

Roger W. Olson, HE 1 to HE 2, Salem.

Melody Peterson, MVR 2 to motor vehicles office manager A, Newport.

Michael Pournelle, motor vehicle office manager B, Coos Bay, to motor vehicle office manager C, Springfield.

William J. Quinn, HE 4 to SHE D, Roseburg.

Patricia Remelius, data entry operator to clerical specialist, Salem.

Robert H. Schmidt, ET 1 to HE 1, Portland.

John T. Scofield, SHE C to SHE D, Salem.

Kathleen Shook, MVR 1 to MVR 2, Newport.

Susan Snider-Klassen, MVR 1, Gladstone, to MVR 2, Portland.

Vance Snook, stores clerk to management assistant A, Salem.

Norma Stroup, clerical specialist to management assistant A, Salem.

Keith E. Sorensen, ET 1 to ET 2, Albany.

Robert L. Stevens, HE 2 to HE 3, Portland.

Tamara Tissue, data entry operator to clerical specialist, Salem.

Mark A. Usselman, ET 1 to HE 1, Salem.

Terry A. Wheeler, HE 2 to HE 3, Salem.

Carol A. Wilson, clerical specialist to administrative assistant, Milwaukie.

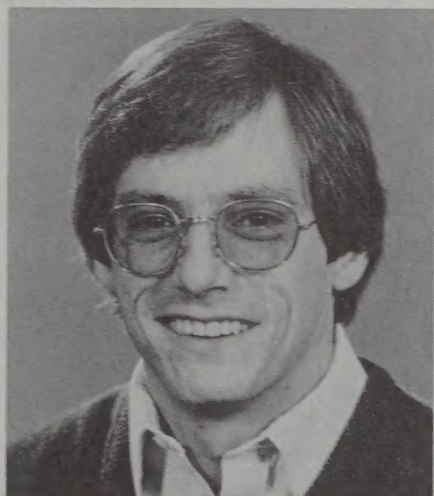
Dick D. Yano, HE 1 to HE 2, Salem.

Ed Zerylnick, clerical assistant to clerical specialist, Salem.

Charles James, signal designer with the Highway Division in Salem, has been awarded a 12-month, full-time scholarship for undergraduate study by the Federal Highway Administration.

The Highway Technology Scholarship is awarded annually to 60 highway employees nationwide.

James will receive up to \$5,000 for educational expenses for one year. He plans to take civil engineering-related courses at Portland Community College.



Dave Lutz

Dave Lutz, revenue forecaster for the Oregon Department of Transportation, has won a fellowship for graduate study from the Federal Highway Administration.

The Highway Transportation Fellowship is one of 40 awarded nationwide. Selection of recipients is made by a panel from government, industry and academia.

Lutz will receive up to \$7,500 for one year of full-time graduate study in economics, either at the University of Oregon or at Portland State University.

New safety officer named



John Gander

John Gander recently was named Region 3 safety officer in Roseburg. He replaces Howard Roberts, who retired.

Gander is one of five region safety officers responsible for directing the Highway and Parks divisions' safety programs.

Formerly highway maintenance supervisor at Moro, Gander started with the Highway Division in 1975. He was a highway maintenance worker in Bend, Brothers and Sisters, and was also highway maintenance foreman in Moro.

Prior to working for the Highway Division, Gander was a city policeman in Bend.

Remembering

Joe Morgan, 77, died April 17 in Roseburg. Morgan retired in 1972 as senior right-of-way agent in Roseburg. He started with the Highway Division in 1949 as an engineering aide and was promoted to right-of-way agent 2 in 1955. He became senior right-of-way agent in 1959.

Retired Highway Division employee **Zenal Lamb**, 79, died May 9 in Eugene. Lamb was a grader operator at Halsey until his retirement in 1968. He worked on several paving crews and did maintenance work at Odell Lake during the winters. His sons, Wayne, Ken and David Lamb are all Highway Division employees in District 4.

Retirements

The following ODOT employees retired recently.

Melvin D. Harvey, MVR 2, Forest Grove, 19 years.

Louise E. Gallucci, MVR 1, Portland, 11 years.

Melvin Beard, HMS B, Salem, 35 years.

On the job with...

Rick Kuehn

By Kathy Patten

Interim Managing Editor

Rick Kuehn doesn't have to worry about getting phone calls in the middle of the night anymore.

Those emergency calls about truck accidents, snow storms and wind-blown trees blocking bridges, which often required him to venture out in the wee hours of the morning, as part of his district maintenance supervisor duties in district 3, are behind him now. Kuehn was recently promoted to a more office-oriented position as preliminary design engineer in Salem.

But that's not to say he won't miss his old job.

Kuehn, 40, has only been in his new job for a short time, but he's not a new face in the Salem Transportation Building. He worked on Portland survey crews for two summers during college when I-5 was being built, and then started full time with the Highway Division as a traffic investigator right after graduating from Oregon State University in 1965.

At the time, no region traffic engineers existed for Regions 4 or 5, so he worked out of Salem handling traffic signal investigations, speed zones and other traffic problems

"You just never know when some emergency's going to come up, and you're going to find yourself clear off in the other part of the district someplace."

"That's a field position, basically," Kuehn says. "You come to work in the morning, and you don't ever know for sure where you're going to be at any given time. You just never know when some emergency's going to come up, and you're going to find yourself clear off in the other part of the district someplace."



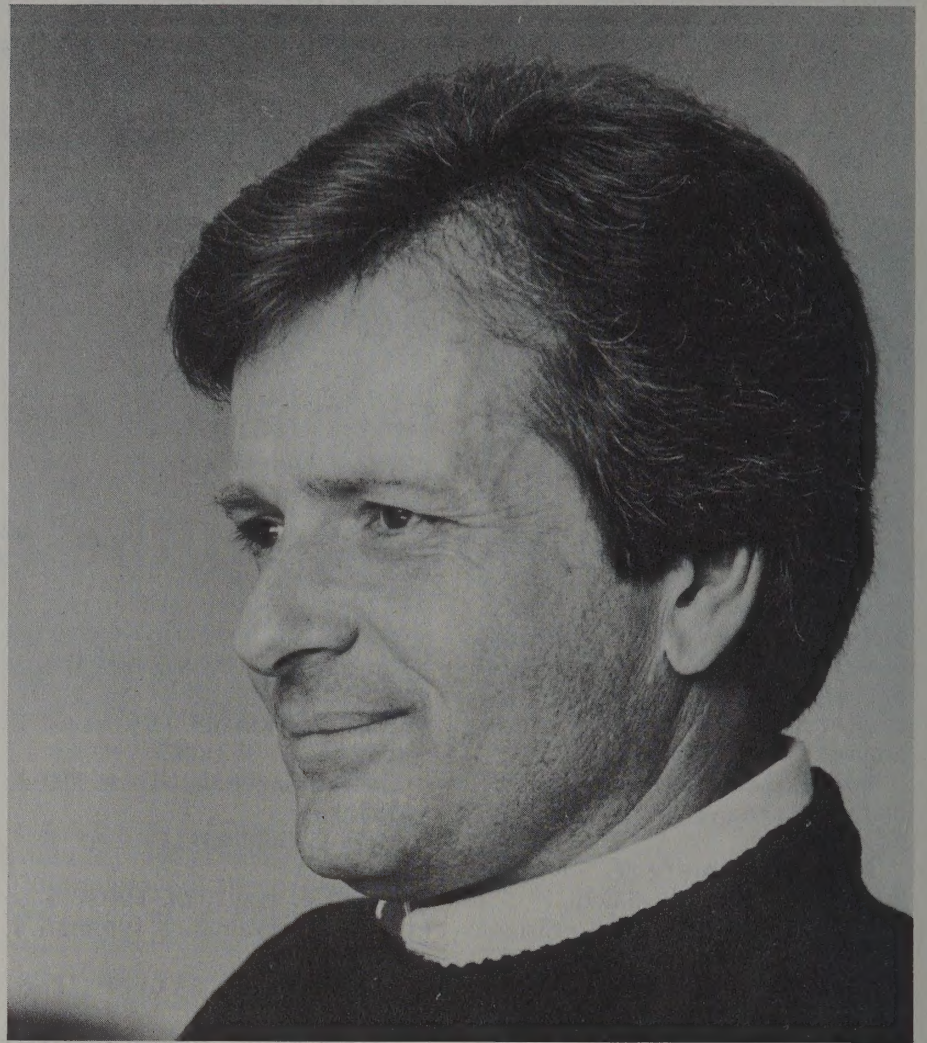
throughout eastern and central Oregon.

In 1970, he was promoted to Region 2 traffic engineer, and in 1976, he was promoted to the district maintenance supervisor position.

"I think my traffic engineering background is going to help a lot because my new job is going to involve looking at interchanges and intersection designs," he says. "Then, hopefully, my maintenance experience will help me pick up potential maintenance problems and identify those so that we don't build in maintenance problems when we build a new job."

Kuehn will be supervising about 40 people in the Location, Preliminary Design, Landscaping and Right-of-Way Description units. Because he is stepping into a position that has been vacant for so long, he says it will take some time to learn what all the responsibilities of his job are.

But taking on responsibilities is something Kuehn is used to. He's glad that he has been able to work in Salem because of the opportunities to get involved in other projects.



He's active on the Pavement Management Task Force, the advisory committee for the department's new financial system called STARS, and the Training, Planning, Steering Committee, which prepares the Highway Division's employee training program.

For the past three years, Kuehn has also helped the Personnel Operations Section conduct interviews on college campuses around the state for highway engineer 1 positions. Although his job change only left him time to visit one campus this year, he looks forward to getting involved in such activities.

Loyal to department

"I think I've learned a lot about the overall Highway Division," he says. "I got to know a lot of people that I wouldn't have otherwise."

A 19-year veteran of the department, Kuehn says the students often ask him if employees like working for the Highway Division. "I tell them, 'I guess they must, because it's not unusual for employees to retire with 40 years of service. Someone who retires with 30 years is just routine; you have to get to 40 years or above to be singled out.'"

Kuehn's own dedication and skills earned him the Governor's Management Service Recognition Award last December.

He was also given recognition recently for saving a life, when he and two other ODOT employees gave first-aid to a man they found lying face down on a city street. "It makes you feel good to be able to do something like that," he says. Kuehn helped revive the victim with mouth-to-mouth resuscitation. He says the department's first-aid course is his only first-aid training.

The Keizer resident does some training of his own at home. As father of two children, Richie, 15, and Rachele, 11, one of his duties is

coaching little league baseball and softball, a task which he says has taken up most of his spare time lately.

Transportation seems to be a part of Kuehn's life even away from the office. His wife, Barbara, works part time in the Construction Section and "every now and then" in the Commission Services Branch.

And one of his other hobbies is collecting and fixing up "medium old" cars. He currently owns six of them, including three 1960s Pontiacs, a 1967 Riviera, a 1955 Chevy pickup, and "my real pride and joy," a 1957 Chevy hard top.

Born in Nebraska, Kuehn moved with his family to Sandy, Ore., at the age of 12. His father, a farmer and rural mail carrier for 20 years before he retired, owned dairy farms in both places, and the younger Kuehn grew up learning how to milk cows and handle other farm chores.

"I like farms," he says. "I wouldn't mind being a weekend farmer." Then he adds, "I would like to have a small farm to accommodate my car collecting hobby." In fact, although Kuehn is dedicated to his job, he sometimes daydreams about a different way of life.

"I wouldn't mind being a weekend farmer."

"One of my favorite places to go around here is from Salem to Silverton, via the Cascade Highway. When you get up in those hills, it's all grass seed farms, and it's just beautiful--you can look back towards Salem. That would really be neat, to be sitting out there on a tractor on a farm all day, with that beautiful scenery around you."

Maybe someday. But for now, he's too busy making his way up the career ladder at ODOT.

Retirees let us know

Chester B. Liechty, 10058 S. Wildcat Road, Molalla, OR 97038. Ret. HWY (R/W) 1971.

Family, farming, financing and fun obviously are foremost in the current life of Chester Liechty, ret.

"When friends come to visit they'll find me either cutting wood or cutting grass," says Chester. He and his wife, Minnie, have 22 acres to look after. Most of it is in timber, but about an acre-and-a-half is in lawn.

Apparently the work has been good for him; his latest doctor's report was that he appeared to be "75, going on 45."

Family activities also have been keeping him busy. One son is an attorney in Newport Beach, Calif., and another is an electronics engineer in Beaverton.

Seven grandchildren have provided what he calls a "post-retirement lesson in economics." Trying

to help them finance some of their educational opportunities, foreign exchange student programs mainly, has been very gratifying, he says. "I can think of no better way to make use of my surplus cash."

Arne Severson, 4438 Glenwood Dr. SE, Salem 97301. Ret. HWY 1983.

Arne believes the distinction of being the department's "oldest living retiree with the most service" belongs to Helen Ingrey. And according to our records he is correct.

Helen, 90, was with the Highway Division for 43 years, retiring in 1959, having served for many years as secretary to State Highway Engineer R. H. "Sam" Baldock.

If anyone equals or exceeds that record, please let us know. In the meantime, Helen, you are "number one."